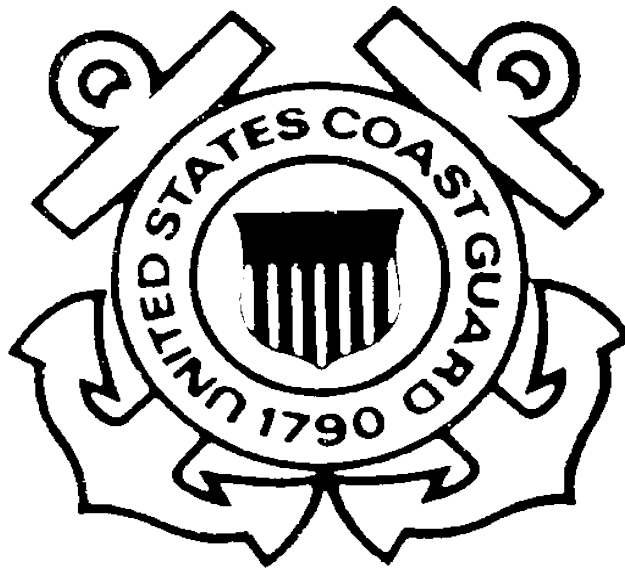


**USNS RED CLOUD (T-AKR 313)**

---

**Name Of Vessel**

**Merchant Marine of the United States**



**Port Voyage Began: BUSAN, KOREA**

**Date Began: 05 AUG 15**

**Port Voyage Ended: BAYONNE, NJ**

**Date Ended: 13 NOV 15**

Official Logbook

**Book No. 1 Of 1**

# OFFICIAL LOGBOOK

Supplied Gratuitously by the government of the United States to American Vessels in the Foreign Trade and the Inter-coastal trade between the Atlantic and Pacific Ports of the United States

<b>Name of Vessel</b> <b>USNS RED CLOUD (T-AKR 313)</b>		<b>Official Number</b> <b>CG055235</b>	
<b>Port of Registry</b> <b>Public Vessel, Undocumented</b>		<b>Tonnage:</b> <b>72,718</b> <input checked="" type="checkbox"/> <b>GRT</b> <input type="checkbox"/> <b>ITC</b>	
<b>Name of Master</b> <b>DONALD L. AGOLD</b>		<b>Masters MMD/ License Number</b> <b>2023691</b>	
<b>Nature of Voyage</b> <b>FOREIGN/COASTWISE</b>			
<b>Class of Vessel</b>			
<b>Subchapter D</b> <input type="checkbox"/> <b>Subchapter I-A</b> <input type="checkbox"/> <b>Subchapter R</b> <input type="checkbox"/>	<b>Subchapter H</b> <input type="checkbox"/> <b>Subchapter K</b> <input type="checkbox"/> <b>Subchapter T</b> <input type="checkbox"/>	<b>Subchapter I</b> <input checked="" type="checkbox"/> <b>Subchapter L</b> <input type="checkbox"/> <b>Subchapter U</b> <input type="checkbox"/>	

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## HELPFUL HINTS FOR MASTERS ON LOGBOOKS AND LOG ENTRIES

1. Part I of this logbook provides the statutory United States Code (USC) requirements for keeping official logbooks and states the situations where a vessel must use this official logbook. Part II tells you what to do with the official and unofficial logbooks at the end of a voyage. Part III draws your attention to the fact that the Code of Federal Regulations (CFR) have specific requirements for log entries that apply to virtually every type of vessel. Parts IV and V address entries regarding crewmembers. The remainder of the book provides formats for your log entries.
2. Vessels that are not required by law to keep a logbook are exceptionally rare. Even small commercial vessels on international voyages, even as close as Mexico or the Bahamas, will need an official log book. On domestic voyages you will still be required to log activities such as drills in an unofficial logbook. Do not assume that because prior masters failed to keep logbook or to log some events that you do not have to. You should check relevant portions of the CFR to determine the kind of logbook you will need and what entries you should make.
3. The CFR have very specific criteria concerning the format of certain logbook entries. Industry practices and company guidelines are normally very helpful but they should be checked to see that they conform to current CFR requirements.
4. Logbooks are very important legal documents. Entries should be carefully made in ink in plain language using accepted nautical terms. Always remember that you may have to explain your entry in a court of law so stick to the facts and be precise and legible. Make your entries as soon as possible after an event so that facts are clear in your mind and you know the input from others is fresh.
5. Do not erase, ink over, white-out mistakes or remove pages from logbooks. Simply draw a line (-----  
- ) through the mistake and initial beside it.
6. As Master you must make all Official Logbook entries and are responsible for entries made by your officers or crew in other logbooks aboard your vessel. Have a policy that promotes proper log entries, train new personnel and check vessel logbooks on a regular basis. You can assume that in the event of legal proceedings that official and unofficial logbook entries will be cross-checked against all other documents or recording devices aboard your vessel.
7. The following books are useful references on general log keeping procedures and practices with examples of how to log events and common mistakes. These texts are not revised annually so you also need to check the latest CFR requirements for entries that pertain to your vessel type.

Hayler, William, Merchant Marine Officers Handbook, Cornell Maritime Press, Centreville, MD, 1989, pp. 12-13.

Aragon, James, Shipmasters Handbook on Ship's Business, Cornell Maritime Press, Centreville, MD, 1988, pp. 159-174 and 186-192

# I. Statutory Requirements

## Title 46, United States Code

### Subtitle II -Vessels and Seamen Part G-Merchant Seamen Protection and Relief Chapter 113 -

#### Official Logbooks

#### P 11301. Logbook and entry requirements

##### *Vessels that are required to have an Official Logbook*

- (a) *Except a vessel on a voyage from a port in the United States to a port in Canada, a vessel of the United States shall have an official logbook if the vessel is*
- 1) on a voyage from a port in the United States to a foreign port; or*
  - (2) of at least 100 gross tons as measured under section 14502 of this title, or an alternate tonnage measured under section 14302 of this title as prescribed by the Secretary under section 14104 of this title and is on a voyage between a port of the United States on the Atlantic Ocean and on the Pacific Ocean.*

#### Logbook Entries

- (b) The master of the vessel shall make or have made in the **official logbook** the following entries:
- (1) each legal conviction of a seaman of the vessel and the punishment inflicted.
  - (2) each offense committed by a seaman of the vessel for which it is intended to prosecute or to enforce under a forfeiture, together with statements about reading the entry and the reply made to the charge as required by section 11502 of this title.
  - (3) each offense for which punishment is inflicted on board and the punishment inflicted.
  - (4) a statement of the conduct, character, and qualifications of each seaman of the vessel or a statement that the master declines to give an opinion about that conduct, character, and qualifications.
  - (5) each illness of or injury to a seaman of the vessel, the nature of the illness or injury, and the medical treatment.
  - (6) each death on board, with the cause of death, and if a seaman, the information required by section 10702 of this title.
  - (7) each birth on board, with the sex of the infant and name of the parents.
  - (8) each marriage on board, with the names and ages of the parties.
  - (9) the name of each seaman who ceases to be a crewmember (except by death), with the place, time, manner, and the cause why the seaman ceased to be a crewmember.
  - (10) the wages due to a seaman who dies during the voyage and the gross amount of all deductions to be made from the wages.
  - (11) the sale of the property of a seaman who dies during the voyage, including a statement of each article sold and the amount received for the property.
  - (12) when a marine casualty occurs, a statement about the casualty and the circumstances under which it occurred, made immediately after the casualty when practicable to do so.
- (Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 581; Pub. L. 98-557, §30, Oct. 30, 1984, 98 Stat. 2875; Pub. L. 104-324, Title VII, §742, Oct. 19, 1996, 110 Stat. 3942)

## 5 11302. Manner of making entries

Each entry made in the **official logbook**

- 1) shall be made as soon as possible after the occurrence;
- (2) if not made on the day of the occurrence, shall be dated and state the date of the occurrence;
- (3) if the entry is about an occurrence happening before the vessel's arrival at the final port of discharge, shall be made not later than 24 hours after the arrival;
- (4) shall be signed by the master; and
- (5) shall be signed by the chief mate or another seaman.

(Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 581.)

## 5 11303. Penalties for failure to make proper official logbook entries

- (a) A master failing to maintain an **official logbook** as required by this part is liable to the United States Government for a civil penalty of \$220.
- (b) A master failing to make an entry in the vessel's **official logbook** as required by this part is liable to the Government for a civil penalty of \$220.
- (c) A person is liable to the Government for a civil penalty of \$185 when the person makes, procures to be made, or assists in making, an entry in the vessel's **official logbook**
  - (1) later than 24 hours after the vessel's arrival at the final port of discharge; and
  - (2) that is about an occurrence that happened before that arrival.

[CGD 96-052, 62 FR 16700, Apr. 8, 1997, CGD 96-052, 62 FR 35385, July 1, 1997, CG96-052, FR 39313, July 22, 1997]

## II. Care and Disposition of Official Logbooks and Unofficial Logbooks

The CFRs that apply to each vessel type require that when the foreign voyage is completed, the master or person in charge shall file the **Official Logbook** CG-706B with the Officer in Charge, Marine Inspection.

The master or person in charge of a vessel that is not required by **46 USC** to have an **official logbook**, may be required by the CFRs applicable to the vessels to maintain, on board, an unofficial logbook for making required entries. The unofficial logbook may be required by relevant portions of the CFR to be retained on board for a period of time and be available to USCG inspectors.

### III. Examples of CFR Citations referencing Official Logbook entries

The following citations are examples of CFR requirements regarding keeping an Official Logbook. The examples are not all-inclusive and are subject to change. Masters should review current portions of the CFR regarding official logbook requirements for the service and vessel type that they are commanding prior to commencing a voyage.

#### **Title 46, Code of Federal Regulations-Shipping**

#### **Chapter I, Subchapter A**

#### **Part 4 Marine Casualties and investigations.**

##### **5 4.0512 Alcohol or drug use by individuals directly involved in casualties.**

- (a) For each marine casualty required to be reported by §4.05-10, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty.
- (b) The marine employer shall include in the written report, Form CG-2692, submitted for the casualty information which:
  - (1) Identifies those individuals for whom evidence of drug or alcohol use, or evidence of intoxication, has been obtained; and,
  - (2) Specifies the method used to obtain such evidence, such as personal observation of the individual, or by chemical testing of the individual.
- (c) An entry shall be made in the **official logbook**, if carried, pertaining to those individuals for whom evidence of intoxication is obtained. The individual must be informed of this entry and the entry must be witnessed by a second person.
- (d) If an individual directly involved in a casualty refuses to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer, this fact shall be noted in the **official logbook**, if carried, and in the written report (Form CG-2692), and shall be admissible as evidence in any administrative proceeding.

[CGD 84-099, 52 FR 47534, Dec. 14, 1987]

#### **Title 46, Code of Federal Regulations**

#### **Chapter I, Subchapter E**

#### **Part 42-Domestic and Foreign Voyages by Sea**

##### **§42.07-20 Logbook entries.**

- (a) As described in §3.13-35 of Subchapter A (Procedures Applicable to the Public) of this chapter, **official logbooks (Form CG-706-C)**, are furnished free to certain vessels, and after they have served their purpose they are filed with the applicable Officer in Charge, Marine Inspection.
- (b) The master shall be responsible for having entered in the vessel's "**official logbook**" if carried, otherwise in his own log considered as its **official logbook**, the data required by section 6 of the load line acts. These logbooks entries shall be made before a vessel departs from her loading port or place and consist of:
  - (1) A statement of the load line marks applicable to the voyage; and,
  - (2) A statement of the position of the load line marks, port and starboard, at the time of departing from a port or place; i. e., the distance in inches of the water surface above or below the applicable load line; and,
  - (3) The actual drafts of the vessel, forward and aft, as nearly as the same can be ascertained, at the time of departing from a port or place.
- (c) Where the master uses his own log, it shall be kept by the master or owner for 1 year after the actions noted therein have been completed and upon request shall be furnished to any load line enforcement officer.

**Examples of CFR Official Logbook entry requirements by class of vessel '**

**Title 46 CFR, Subchapter D-Tank Vessels**

PART 35--OPERATIONS

Subpart 35.07-Logbook Entries

**Title 46 CFR, Subchapter H-Passenger Vessels:**

PART 78--OPERATIONS

Subpart 78.37-Logbook Entries

**Title 46 CFR, Subchapter I -Cargo and Miscellaneous vessels including tugboats and motorboats**

PART 97--OPERATIONS

Subpart 97.35-Logbook Entries

**Title 46, CFR, Subchapter I-A -Mobile Offshore Drilling Units**

PART 109--OPERATIONSSubpart

D-Reports, Notifications, and Records

**Title 46, CFR, Subchapter K -Small Passenger Vessels carrying more than 150 passengers or with overnight accommodations for more than 49 Passengers**

PART 122--OPERATIONSSubpart

B-Marine Casualties and Voyage Records

**Title 46, CFR, Subchapter L-Offshore Supply Vessels**

PART 131 --OPERATIONSSubpart

F-Logs

**Title 46, CFR, Subchapter R-Nautical Schools**

PART 169--SAILINGSCHOOL VESSELSSubpart

169.800-Operations

**Title 46, CFR, Subchapter T-Small Passenger Vessels (Under 100 gross tons)**

PART 185--OPERATIONSSubpart

B-Marine Casualties and Voyage Records

**Title 46, CFR, Subchapter U-Oceanographic Research Vessels**

PART 196--OPERATIONSSubpart

196.35-Logbook Entries

'These citations are provided as examples of specific portions of the CFR concerning Official Logbook entries applicable to specific classes of vessels. They are not intended to be a complete list and Masters should consult applicable portions of the CFR to determine Official Logbook requirements applicable to their vessel.

## **A Specific Example of entries required by the CFR to be made in an official logbook:**

Note: This example is for a Subchapter I vessel. Each class of vessel will have individual requirements in the appropriate subchapter of Title 46, CFR.

### **Title 46, Code of Federal Regulations**

#### **Subchapter I -Cargo and Miscellaneous Vessels**

##### **5 97.35-3 Logbooks and records.**

- (a) The master or person in charge of a vessel that is required by 46 U. S. C. 11301 to have an **official logbook** shall maintain the logbook on form CG-706. When the voyage is completed, the master or person in charge shall file the logbook with the Officer in Charge, Marine Inspection.
- (b) The master or person in charge of a vessel that is not required by 46 U. S. C. 11301 to have an **official logbook**, shall maintain, on board, an unofficial logbook or record in any form desired for the purposes of making entries therein as required by law or regulations in this subchapter. Such logs or fire fighting equipment must be maintained with the vessel's logs for the period of validity of the vessel's certificate of inspection.

[CGD 95-027,61 FR 26007, May 23, 1996]

##### **5 97.35-5 Actions required to be logged.**

The actions and observations noted in this section shall be entered in the **official logbook**. This section contains no requirements which are not made in other portions of this subchapter, the items being merely grouped together for convenience.

- (a) Onboard training, musters, and drills: held in accordance with subchapter W (Lifesaving appliances and Arrangements) of this chapter.
- (b) Steering Gear, Whistle, and Means of Communication. Prior to departure. See 5 97.15-3.
- (c) Drafts and Load Line Markings. Prior to leaving port, ocean, coastwise, and Great Lakes services only. See §97.15-5.
- (d) Verification of vessel compliance with applicable stability requirements. After loading and prior to departure and at all other times necessary to assure the safety of the vessel. See 5 97.15-7.
- (e) Loading doors. Where applicable, every closing and any opening when not docked. See §97.15-17.
- (f) Hatches and other openings. All openings and closings, or leaving port without closing. Except vessels on protected waters. See 5 97.15-20.
- (g) Emergency Lighting and Power Systems. Weekly and semi-annually. See §97.15-30.
- (h) Fuel oil data: Upon receipt of fuel oil on board. See 8 97.15-55.
- (i) Cargo gear inspections: At least once a month. See 5 91.37-70 of this subchapter.
- (j) Inflatable hopper gate seals. Where installed to comply with subpart G of part 172 of this chapter after each carriage of cargo. See § 97.15-75.

[CGFR 65-50,30 FR 17011, Dec.30,1965, as amended by CGD80-159,51 FR 33059, Sept. 18, 1986; CGD 89-037,57 FR41823, Sept. 11, 1992; CGD 84-069,61 FR 25289, May 20, 1996]

## **IV. Offenses by Seaman and Penalties to Seaman that are required to be logged in the Official Logbook**

### **Title 46, United States Code**

#### **CHAPTER 115 -Offenses and Penalties**

##### **§11501. Penalties for specified offenses**

**When** a seaman lawfully engaged commits any of the following offenses, the seaman shall be punished as specified:

- (1) For desertion, the seaman forfeits any part of the money or property the seaman leaves on board and any part of earned wages.
- (2) For neglecting or refusing without reasonable cause to join the seaman 's vessel or to proceed to sea in the vessel, for absence without leave within 24 hours of the vessel 's sailing from a port (at the beginning or during the voyage), or for absence without leave from duties and without sufficient reason, the seaman forfeits from the seaman 's wages not more than 2 days' pay or a sufficient amount to defray expenses incurred in hiring a substitute.
- (3) For quitting the vessel without leave after the vessel 's arrival at the port of delivery and before the vessel is placed in security, the seaman forfeits from the seaman 's wages not more than one month 's pay.
- (4) For willful disobedience to a lawful command at sea, the seaman, at the discretion of the master, may be confined until the disobedience ends, and on arrival in port forfeits from the seaman 's wages not more than 4 days' pay or, at the discretion of the court, may be imprisoned for not more than one month.
- (5) For continued willful disobedience to lawful command or continued willful neglect of duty at sea, the seaman, at the discretion of the master, may be confined, on water and 1,000 calories, with full rations every 5th day, until the disobedience ends, and on arrival in port forfeits, for each 24 hours' continuance of the disobedience or neglect, not more than 12 days' pay or, at the discretion of the court, may be imprisoned for not more than 3 months.
- (6) For assaulting a master, mate, pilot, engineer, or staff officer, the seaman shall be imprisoned for not more than 2 years.
- (7) For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, the seaman forfeits from the seaman's wages the amount of the loss sustained and, at the discretion of the court, may be imprisoned for not more than 12 months.
- (8) For smuggling for which a seaman is convicted causing loss or damage to the owner or master, the seaman is liable to the owner or master for the loss or damage, and any part of the seaman 's wages may be retained to satisfy the liability. The seaman also may be imprisoned for not more than 12 months.

(Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 582.)

**Title 46, United States Code**  
**CHAPTER 115 --Offenses and Penalties**  
**§11502. Entry of offenses in logbook**

- (a) When an offense listed in section 11501 of this title is committed, an entry shall be made in the vessel's **official logbook** (1) on the day of the offense; (2) stating the details; (3) signed by the master; and (4) signed by the chief mate or another seaman.
- (b) Before arrival in port if the offense was committed at sea, or before departure if the offense was committed in port and the offender is still on the vessel (1) the entry shall be read to the offender; (2) the offender shall be given a copy; and (3) the offender shall be given the opportunity to reply.
- (c) After subsection (b) of this section has been complied with, an entry shall be made in the official logbook (1) stating that the entry about the offense was read and a copy provided to the offender; (2) stating the offender's reply; (3) signed by the master; and (4) signed by the chief mate or another seaman.
- (d) In a subsequent legal proceeding, if the entries required by this section are not produced or proved, the court may refuse to receive evidence of the offense.

(Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 583.)

**V. Official Logbook entries in the event of the death of a seaman**

**Title 46, United States Code**  
**CHAPTER 107 -Effects of Deceased Seamen**  
**5 10702. Duties of masters**

a) When a seaman dies during a voyage, the master shall take charge of the seaman's money and property. An entry shall be made in the **official logbook**, signed by the master, the chief mate, and an unlicensed crewmember containing an inventory of the money and property and a statement of the wages due the seaman, with the total of the deductions to be made.

b) On compliance with this chapter, the master shall obtain a written certification of compliance from the consular officer or court clerk. Clearance may be granted to a foreign-bound vessel only when the certificate is received at the office of customs.

(Pub. L. 98-98, Aug. 26, 1983, 97 Stat. 572; Pub. L. 103-206, Title IV, § 5 422(a), Dec. 20, 1993, 107 Stat. 2438.)

**§10703. Procedures of masters**

(a) If the vessel is proceeding to the United States when a seaman dies, the master shall deliver the seaman's money, property, and wages when the agreement required by this part is ended, as provided in section 10706 of this title.

(b) If the vessel touches at a foreign port after the death of the seaman, the master shall report to the first available consular officer. The consular officer may require the master to deliver to the officer the money, property, and wages of the seaman. The consular officer shall give the master a receipt for the matters delivered and certify on the agreement the particulars of the delivery. When the agreement ends, the master shall deliver the receipt to a district court of the United States.

(c) If the consular officer does not require the master to deliver the seaman's money, property, and wages, the officer shall so certify on the agreement, and the master shall dispose of the money, property, and wages as provided under section 10706 of this title.

(c) A deduction from the account of a deceased seaman is valid only if certified by a proper entry in the **official logbook**.

(Pub. L. 98-89, Aug. 26, 1983, 97 Stat. 573; Pub. L. 103-206, Title IV, § 1 418, Dec. 20, 1993, 107 Stat. 2438.)

### LIST OF CREW AND REPORT OF CHARACTER<sup>3</sup>

NAME OF SEAMAN	MARINER REFERENCE #	CAPACITY ENGAGED	REPORT OF CHARACTER <sup>1</sup>		SEE PAGE <sup>2</sup>
			CONDUCT	ABILITY	
(b)(3); (b)(6)		CHIEF MATE	G	G	
		SECOND MATE	G	G	
		THIRD MATE	G	G	
		THIRD MATE	G	G	
		BOSUN	G	G	
		AB	G	G	
		AB	G	G	
		AB	G	G	
		AB	G	G	
		OS	G	G	
		OS	G	G	
		OS	G	G	
		CHIEF ENGINEER	VG	VG	
		FIRST ASST ENGINEER	G	G	

<sup>1</sup>VG for Very Good, G for Good, M for Middling, and I for Indifferent. The Master may also insert particular of ability or conduct or performance of duties. If he declines to give any opinion he must so state opposite the crew members name.

<sup>2</sup>If there is any entry in the official log relating in any way to a member of the crew, the page number where the entry appears should be written in the column opposite the crew members name.

<sup>3</sup>Pages 10-15 have entries for 84 crewmembers. Masters of vessels with larger crews shall completed photostatic copies of this form stapled to the back inside cover of this Official Logbook.

### LIST OF CREW AND REPORT OF CHARACTER<sup>3</sup>

NAME OF SEAMAN	MARINER REFERENCE #	CAPACITY ENGAGED	REPORT OF CHARACTER <sup>1</sup>		SEE PAGE <sup>2</sup>
			CONDUCT	ABILITY	
(b)(3); (b)(6)		SECOND ASST ENGINEER	G	G	
		THIRD ASST ENGINEER	G	G	
		THIRD ASST ENGINEER			
		ELECTRONICS OFFICER	I	I	
		ELECTRICIAN	G	G	
		QMED			
		QMED	G	G	
		QMED	G	G	
		STOREKEEPER	G	G	
		WIPER	G	G	
		STEWARD	G	G	
		CH COOK			
		STEWARD ASSISTANT			
		STEWARD ASSISTANT	G	G	

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			CONDUCT	ABILITY	
(b)(3); (b)(6)		CHIEF MATE			
		AB	M	M	
		OS	G	G	
		FIRST ASST ENGINEER	VG	VG	
		THIRD ASST ENGINEER	G	G	
		STEWARD	M	M	
		AB	G	G	
		2M	G	G	
		AB	G	G	
		3AE	G	G	
		SA	G	G	
		CE			
		SA	G	G	
		CARGO MATE	G	G	

<sup>1</sup>VG for Very Good, G for Good, M for Middling, and I for Indifferent. The Master may also insert particular of ability or conduct or performance of duties. If he declines to give any opinion he must so state opposite the crew members name.

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			CONDUCT	ABILITY	
(b)(3); (b)(6)		CARGO MATE	G	G	
		BOSUN			
		STOREKEEPER			
		FIRST ASST ENG			
		THIRD ASST ENG			

<sup>1</sup>VG for Very Good, G for Good, M for Middling, and I for Indifferent. The Master may also insert particular of ability or conduct or performance of duties. If he declines to give any opinion he must so state opposite the crew members name.

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<sup>3</sup>Pages 10-15 have entries for 84 crewmembers. Masters of vessels with larger crews shall complete photostatic copies of this form stapled to the back inside cover of this Official Logbook.

## Draft Record<sup>1</sup>

Port of Sailing	Date of Sailing MM/DD/YY	Drafts		Load Line Marks <sup>2</sup>		F.W. Allowance	Gov Mark <sup>3</sup>
		Fwd	Aft	Port	Stbd		
BUSAN, KOREA	08/07/2015	30-04	31-03	37-00	37-00	NA	SUMMER
BUSAN, KOREA	09/05/15	28-00	32-00	37-00	37-00	NA	SUMMER
BUSAN, KOREA	9/6/15	28-06	32-00	37-00	37-00	NA	SUMMER
BUSAN, KOREA	9/8/15	28-06	32-00	37-00	37-00	NA	SUMMER
BUSAN, KOREA	9/13/15	28-05	32-01	37-00	37-00	NA	SUMMER
SASEBO, JAPAN	9/17/15	30-06	31-09	37-00	37-00	NA	SUMMER
CHARLESTON	10/30/15	18-11	28-04	37-00	37-00	NA	SUMMER
STAPLETON ANCHORAGE	11/2/15	22-01	23-08	37-00	37-00	NA	SUMMER

<sup>1</sup>See entry for Subchapter E – Loads lines on page 5 of this official log book.

<sup>2</sup>Enter the difference between the applicable load line mark and the surface of the water in which the is floating. If the mark is submerged, the distance should be preceded by a minus sign

<sup>3</sup>Indicate the governing load line mark – Tropical, Summer, Winter, Winter North Atlantic, etc

\_\_\_\_\_  
Chief Mate

\_\_\_\_\_  
Master

## Maintenance of Watertight Integrity of the Ship

In this section, enter the time opening and closing IN PORT of the watertight doors fitted in the bulkheads, dividing cargo between deck spaces, hinged doors, portable plates, side scuttles, side port gangways, and any other openings below the uppermost continuous deck that are required to be closed while at sea.

If it becomes necessary to open any of these watertight fittings while AT SEA, the circumstances and time of the opening and closing shall be logged in the Miscellaneous Entries section of this Official Logbook

DATE MM/DD/YY	VESSEL LOCATION	WATERTIGHT OPENING AND LOCATION ON SHIP	TIME OF	
			Opening	Closing
08/07/2015	BUSAN, KOREA	STERN DOOR		0900
08/14/2015	BUSAN, KOREA	STERN DOOR	1732	
9/5/2015	BUSAN, KOREA	STERN DOOR		1100
9/8/15	BUSAN, KOREA	STERN DOOR	1145	
9/12/15	BUSAN, KOREA	STERN DOOR		1600
10/18/15	CHARLESTON, SC	STERN DOOR	1100	
10/29/15	CHARLESTON, SC	STERN DOOR		1610
11/3/15	BAYONNE, NJ	STERN DOOR	0830	

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Chief Mate

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Master

## ENTRIES RELATING TO DRILLS AND INSPECTIONS

(For required entries, refer to portions of the CFR applicable to this class of vessels and service)

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR
8/5/15	1600	BUSAN, KOREA	<b>Capt. DONALD L. AGOLD , MRN # 2023691 relieves Capt. CHARLES P. CARUBIA as Master of USNS RED CLOUD.</b>  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
8/7/15	1000	BUSAN, KOREA	<b>STABILITY CALCULATIONS &amp; DATA</b> Departure calculation of the vessel's Trim & Stability using the Cargo-Max Computer program produced the following data: IAW 46 CFR § 97.15-7 & IAW the Trim and Stability Booklet Drawing No. T-AKR 310-835-6978227, Revision 0, Bearing the ABS Americas Approval Stamp dated 10 June 2014, It has been determined the vessel does comply with all applicable stability requirements. GMt 7.22ft GMt Corrected 6.33ft GM Required 4.26ft GM Margin 2.07 ft Sheer 88 % of Allowable limits Bending Moment 91 % of Allowable limits Calculated Drafts: Forward: 30'-04" Mean: 30' 10" Aft: 31'-03"  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
8/7/15	1503	BUSAN, KOREA	<b>PRE-DEPARTURE GEAR TEST</b> – In accordance with 46CFR §97.15-3 and 33 CFR 164.25(a), prior to departure the entire steering gear system, internal and external communication systems, engine order telegraph, navigation equipment and General Alarm were tested and found to be in good working order.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
8/7/15	0700	BUSAN, KOREA	<b>FOAM HOSE REEL STATIONS (MONTHLY)</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of foam hose reel stations. All equipment was found to be in good condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
8/7/15	1400	BUSAN, KOREA	<b>READY FOR SEA INSPECTIONS:</b> IAW 46 CFR 97.15-17 and 97.15-20; All watertight, weather tight, flame tight, loading doors, cargo hatches, mooring stations and other openings in the hull of the vessel were found to be secured and in all respects ready for sea. Cargo cranes, stores cranes, portable side ramp, stern ramp side platforms secured for sea.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
8/8/15	2200	29-44.1' N 127-49.4'E	<b>LIFERAFT (MONTHLY)</b> IAW 46CFR 199.190(e)(1) & 46 CFR 199.190(e)(2), COMPLETED MONTHLY INSPECTION OF LIFE RAFTS AND HYDROSTATIC RELEASES. ALL EQUIPMENT WAS FOUND TO BE IN GOOD CONDITION AND READY FOR IMMEDIATE USE.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR
8/8/15	2200	29-44.1' N 127-49.4'E	<b>FIRE FIGHTING EQUIPMENT:</b> Completed the monthly inspection of fire axes IAW COMSCINST 3541.5D. All in good order and ready for immediate use.  _____ Master Chief Mate
8/9/15	1215-1515	VICINITY OF OKINAWA	A GROUP OF MILITARY PERSONNEL BOARDED VIA US ARMY HELICOPTERS. THEY MET WITH SHIP'S LEADERSHIP TO FINALIZE PLANS FOR EXERCISE VECTOR BALANCE JET 15-1 TO BE CONDUCTED 10-12 AUG OFF THE COAST OF OKINAWA. CONDUCTED FAMILIARIZATION TOURS OF THE SHIP.  _____ Master Chief Mate
8/9/15	1530	VICINITY OF OKINAWA	CONDUCTED IN THE CREW'S MESS FOR ALL HANDS. SAFETY TOPICS DISCUSSED WERE DRUG AND ALCOHOL POLICY, ACCOM LADDER MAGNET/PILOT LADDER WINCH CONTROL CONVERSION, LAUNDRY LINT SCREENS, STERN TIE UP/UNDOCKING PROCEDURE, STORES CRANE HARNESS, ACCOM LADDER RIGGING SAFETY WIRE. CAPTAIN BRIEFED THE CREW ON ARMY SPECIAL FORCES EXERCISE THAT BEGINS TOMORROW. THE SHIP WILL HAVE UP TO 50 AND SMALL BOAT. (b)(7)(f)  _____ Master Chief Mate
8/9/15	0945	26-54.0N 128-25.0 E.	<b>LIFESAVING EQUIPMENT, SURVIVAL CRAFT VISUAL INSPECTION, LIFEBOAT &amp; RESCUE BOAT ENGINE TEST &amp; EMERGENCY LIGHTING AND POWER SYSTEMS (WEEKLY)</b> - IAW 46 CFR §199.190 (D)(1) & , 196.15-30(a) & (d): completed weekly inspection of all lifesaving equipment and appliances. The lifeboat and rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use. Emergency Diesel Generator tested satisfactorily.  _____ Master Chief Mate
8/10/15	2100	26-23.6N 128-12.6E	<b>PORTABLE FOAM APPLICATORS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of Portable Foam  _____ Master Chief Mate

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			Applicators. All equipment was found to be in good condition and ready for immediate use.  _____ Master Chief Mate
8/11/15	2305	26-13.8N 128-14.1E	<b>PYROTECHNICS INVENTORY (MONTHLY).</b> IAW 46 CFR 199.190 (e)(1), all pyrotechnics were inspected and inventoried. All pyrotechnics were found to be in good condition and ready for immediate use.  _____ Master Chief Mate
8/12/15	1338	26-17.3N 128-07.5E	US ARMY HELICOPTER MADE HARD LANDING ON SHIP'S DECK FORWARD OF NUMBER 1 CRANE DURING EXERCISE VECTOR BALANCE JET 15-1. INITIAL RESPONSE TO THIS EVENT WAS TO LAUNCH LIFE BOAT NR 1 IN CASE ANY PERSONS HAD GONE OVER THE SIDE. BOAT WAS WATERBORNE AT 1345. AT 1355, EMBARKED MILITARY PERSONNEL REPORTED THAT ALL THEIR PERSONNEL WERE ACCOUNTED FOR, NO PERSONS WERE IN THE WATER. LB NR 1 WAS RECALLED AND LATER RECOVERED. BY 1400, ALL INJURED PERSONNEL HAD BEEN MEDEVACED BY THE OTHER TWO ARMY HELICOPTERS. THERE WAS SOME POOLING OF WHAT APPEARED TO BE HELICOPTER FUEL AND HYDRAULIC FLUID IN THE VICINITY OF THE HELICOPTER AIRFRAME. AFTER LB NR1 WAS RECOVERED, CREW WAS DISPATCHED TO REMOVE ANY FLAMABLE AND HAZARDOUS MATERIAL FROM THE DECK. AT 1418, AN AIRFORCE C-130 AIRCRAFT CALLED VIA VHF RADIO TO REPORT THAT HE WAS ON STATION FOR SAR SUPPORT AND TO PROVIDE FUEL TO HELICOPTERS IF NEEDED. AT 1430, TWO USAF RESCUE HELICOPTERS ARRIVED AT THE SCENE. THE TWO US ARMY HELICOPTERS AND THE TWO USAF HELICOPTERS FERRIED THE REMAINING MILITARY PERSONNEL OFF THE SHIP. AT 1938, LAST MILITARY HELICOPTER EMBARKED LAST MILITARY PERSON AND DEPARTED. AT 2244, BEGAN MAKING WAY FOR RETURN TO BUSAN, KOREA AS ORDERED BY MPS3.  _____ Master Chief Mate
8/14/15	1540	35-03.9' N 129-09.0' E	ALL IN GOOD ORDER.  _____ Master Chief Mate
8/16/15	0835-1355	BUSAN, KOREA	THREE GROUPS OF PERSONNEL CAME ABOARD. ONE GROUP WAS THE ARMY AVIATION ACCIDENT INVESTIGATION BOARD. SECOND GROUP WAS THE COLLATERAL DAMAGE INVESTIGATION BOARD. THIRD GROUP WAS FROM THE AVIATION REGIMENT WHO OWN THE HELICOPTER WHO WERE TO RIG THE AIRCRAFT PARTS FOR REMOVAL. THE

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			<p>INVESTIGATORS EXAMINED THE SCENE AND AIRCRAFT AND INTERVIEWED A FEW CREWMEMBERS.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/17/15	0728-1540	BUSAN, KOREA	<p>THREE GROUPS OF PERSONNEL CAME ABOARD. ONE GROUP WAS THE ARMY AVIATION ACCIDENT INVESTIGATION BOARD. SECOND GROUP WAS THE COLLATERAL DAMAGE INVESTIGATION BOARD. THIRD GROUP WAS FROM THE AVIATION REGIMENT WHO OWN THE HELICOPTER WHO WERE TO RIG THE AIRCRAFT PARTS FOR REMOVAL. INVESTIGATION AND RIGGING PREPS CONTINUED.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/18/15	0700-1037	BUSAN, KOREA	<p>ARMY PERSONNEL RIGGED AND SHIP'S CREW ASSISTED IN REMOVING AIRCRAFT FUSELAGE AND REMAINING PARTS OF HELICOPTER FROM THE DECK TO SHORE. A FEW INVESTIGATORS WERE STILL ONBOARD. AFTER THE PARTS WERE REMOVED, ALL MEMBERS OF THE ARMY INVESTIGATION TEAM AND RIGGERS DEPARTED THE SHIP.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/18/15	0800	BUSAN, KOREA	<p><b>SIGN ON CREW</b> – MASTER SIGNED ON <span style="background-color: black; color: red;">(b)(3); (b)(6)</span>, MMD <span style="background-color: black; color: red;">(b)(3); (b)(6)</span></p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/18/15	1400	BUSAN, KOREA	<p><b>SIGN OFF CREW</b> – The Master signed off <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> end of assignment.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/19/15	1540-1608	BUSAN, KOREA	<p>VISITED BY THREE MEMBER TEAM FROM MSC HQ WHO EXAMINED SITE OF HELICOPTER HARD LANDING. THEIR WORK CONTINUES ASHORE WITH THE INTENT OF RETURNING ONBOARD AT A FUTURE DATE.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/20/15	1300	BUSAN, KOREA	<p><b>SIGN OFF CREW</b> – The Master signed off <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> end of assignment.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/21/15	0800	BUSAN, KOREA	<p><b>SIGN ON CREW</b> – MASTER SIGNED ON <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> <span style="background-color: black; color: red;">(b)(3); (b)(6)</span>.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/21/15	1200	BUSAN, KOREA	<p><b>SIGN OFF CREW</b> – The Master signed off <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> end of assignment.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>
8/22/15	0800	BUSAN, KOREA	<p><b>SIGN ON CREW</b> – MASTER SIGNED ON <span style="background-color: black; color: red;">(b)(3); (b)(6)</span> <span style="background-color: black; color: red;">(b)(3); (b)(6)</span>.</p> <p>_____</p> <p style="text-align: center;"><b>Master</b> <span style="float: right;"><b>Chief Mate</b></span></p>

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			<div>Master</div> <div>Chief Mate</div>
8/22/15	1300	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3), (b)(6) <div>(b)(3), (b)(6)</div> <div>Master</div> <div>Chief Mate</div>
8/23/2015	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3), (b)(6) <div>(b)(3), (b)(6)</div> <div>Master</div> <div>Chief Mate</div>
8/23/15	1300	BUSAN, KOREA	<b>SIGN OFF CREW – The Master signed off</b> (b)(3), (b)(6) <div>(b)(3), (b)(6)</div> , end of assignment. <div>Master</div> <div>Chief Mate</div>
8/13/15	2200	31-39N 127-44E	<b>SCBA (MONTHLY)</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of self contained breathing apparatuses (SCBA). All equipment was found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
8/14/15	1540	35-04 N 129-09 E	<div>(b)(3), (b)(6)</div> ALL IN GOOD ORDER. <div>Master</div> <div>Chief Mate</div>
8/16/15	1345	BUSAN, KOREA	<b>LIFESAVING EQUIPMENT, SURVIVAL CRAFT VISUAL INSPECTION, LIFEBOAT &amp; RESCUE BOAT ENGINE TEST &amp; EMERGENCY LIGHTING AND POWER SYSTEMS (WEEKLY)</b> - IAW 46 CFR §199.190 (D)(1) & , 196.15-30(a) & (d): completed weekly inspection of all lifesaving equipment and appliances. The lifeboat and rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use. Emergency Diesel Generator tested satisfactorily. <div>Master</div> <div>Chief Mate</div>
8/23/15	1000	BUSAN, KOREA	<b>LIFESAVING EQUIPMENT, SURVIVAL CRAFT VISUAL INSPECTION, LIFEBOAT &amp; RESCUE BOAT ENGINE TEST &amp; EMERGENCY LIGHTING AND POWER SYSTEMS (WEEKLY)</b> - IAW 46 CFR §199.190 (D)(1) & , 196.15-30(a) & (d): completed weekly inspection of all lifesaving equipment and appliances. The lifeboat and rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use. Emergency Diesel Generator tested satisfactorily. <div>Master</div> <div>Chief Mate</div>



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			<div>Master</div> <div>Chief Mate</div>
8/29/15	1300	BUSAN, KOREA	<b>EEBD INSPECTION (MONTHLY).</b> Loc: Pier 8, Busan, ROK, IAW 46 CFR 199.190E(1), completed monthly EEBD inspection. All equipment was found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
8/29/15	1900	BUSAN, KOREA	<b>LIFE JACKETS (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 199.45(a)(3), completed monthly inspection of life jackets. All equipment as found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
8/30/15	0842	BUSAN, KOREA	<b>LIFESAVING EQUIPMENT, SURVIVAL CRAFT VISUAL INSPECTION, LIFEBOAT &amp; RESCUE BOAT ENGINE TEST &amp; EMERGENCY LIGHTING AND POWER SYSTEMS (WEEKLY)</b> - IAW 46 CFR §199.190 (D)(1) & , 196.15-30(a) & (d): completed weekly inspection of all lifesaving equipment and appliances. The lifeboat and rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use. Emergency Diesel Generator tested satisfactorily. <div>Master</div> <div>Chief Mate</div>
8/31/2015	1600	BUSAN, KOREA	<b>MONTHLY CARGO GEAR INSPECTION</b> IAW 46 CFR 91.37-70, completed monthly cargo gear inspection. All wire ropes, chains, chains attached to booms or masts, and all rings, hooks, links, shackles, swivels, and blocks used in loading or unloading were visually inspected. All cargo cranes, stores cranes, side ports, and stern ramp were inspected. Deficiencies noted and/or corrected. All in good working condition <div>Master</div> <div>Chief Mate</div>
8/31/2015	1900	BUSAN, KOREA	<b>SOPEP LOCKER (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW MARPOL Reg. 17 – Annex II. Completed monthly inspection of SOPEP locker. All equipment was found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
9/1/2015	0800	BUSAN, KOREA	<b>MONTHLY STABILITY</b> IAW 46 CFR 97.15-7, Vessel is in compliance with all applicable stability requirements. <div> <div>GMt</div> <div>GM Corrected</div> <div>GMt Required</div> <div>GMt Margin</div> <div>Shear</div> <div>Bending Moment</div> </div> <div> <div>6.47 ft</div> <div>5.86 ft</div> <div>4.51 ft</div> <div>1.35 ft</div> <div>90.5 %</div> <div>91.3</div> </div> <div>Master</div> <div>Chief Mate</div>



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9/6/15	0700	BUSAN, KOREA	PILOT TIME TO SHIFT BERTH FROM PIER 8 TO BUSAN CRUISE TERMINAL. DEAD SHIP MOVE. DUE TO LOSS OF PROPULSION CONTROL AND DUE TO NEED TO CLEAR PIER 8, SHIFTED TO BUSAN CRUISE TERMINAL.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/7/15	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) _____, (b)(3); (b)(6) _____.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/7/15	0800	BUSAN, KOREA	<b>SIGN OFF CREW – The Master signed off</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____ end of assignment.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/7/15	1140	BUSAN, KOREA	<b>GENERAL ALARM SOUNDED.</b> CAUSED BY SMOKE DETECTOR ACTIVATED DUE TO LABOR DAY COOKOUT. CREW RESPONDED AND REPORTED TO THEIR STATIONS. DAMAGE CONTROL LOCKERS REPORTED MANNED AND READY. SECURED FROM FIRE DRILL.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0630	BUSAN, KOREA	<b>EMERGENCY POWER &amp; LIGHTING (WEEKLY)</b> Loc. IAW 46 CFR 97.15-30(A), the Emergency Diesel Generator tested. All equipment was found to be in good operating condition and ready for immediate use.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0730	BUSAN, KOREA	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____, END OF ASSIGNMENT.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0730	BUSAN, KOREA	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____ END OF ASSIGNMENT.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	1700	BUSAN, KOREA	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) _____ (b)(3); (b)(6) _____, RERATING TO (b)(3); (b)(6) _____  _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/8/15	0824	BUSAN, KOREA	<b>PRE-DEPARTURE GEAR TESTS</b> Busan Cruise Terminal, Busan, ROK, IAW 46 CFR 97.15-3, prior to departure the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation equipment, emergency power systems, general alarm and whistle were tested and found to be in good working order.  _____ <b>Master</b> _____ <b>Chief Mate</b> _____

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9/9/15	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) (b)(3); (b)(6) _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/9/15	0800	BUSAN, KOREA	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) (b)(3); (b)(6) _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/9/15	0930	BUSAN, KOREA	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) (b)(3); (b)(6), END OF ASSIGNMENT. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/10/15	1600	BUSAN, KOREA	<b>FOAM HOSE REEL STATIONS (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 97.15-60(a), Completed monthly inspection of foam hose reel stations. All equipment was found to be in good condition and ready for immediate use. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/10/15	1600	BUSAN, KOREA	<b>CARGO GEAR INSPECTION</b> IAW 46 CFR § 91.37-70, completed monthly cargo gear inspection. All wire rope, chains, chains attached to booms or masts, and all rings, hooks, links, shackles, swivels and blocks used in loading or unloading were visually inspected. All found in good order. All cargo cranes, stores cranes, side ports and stern ramp were inspected. Deficiencies noted and corrected. All in good order _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/10/15	1600	BUSAN, KOREA	<b>RESCUE BOAT INSPECTION (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 199.190E(1), completed monthly rescue boat inspection. All equipment was found to be in good condition and ready for immediate use. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/10/15	1600	BUSAN, KOREA	<b>LIFE RING &amp; WATER LIGHT INSPECTION (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 199.190 E(1), completed monthly life ring and water light equipment inspection. All equipment was found to be in good condition and ready for immediate use. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/11/15	0900	BUSAN, KOREA	<b>LIFEBOAT (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 199.190 (e)(1) & 46 CFR 199.190 (e)(2), completed monthly inspection of lifeboats and lifeboat equipment. All equipment was found to be in good condition and ready for immediate use. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/11/15	1030	BUSAN, KOREA	<b>OPA – OIL SPILL RESPONSE</b> IAW 29 CFR § 1910.120, COMSCINST 3541.5D Conducted Oil Spill Response Drill with Crew. _____ <b>Master</b> _____ <b>Chief Mate</b> _____
9/11/15	1100	BUSAN, KOREA	<b>QI NOTIFICATION</b> IAW SQMS 3380001, SENT QI NOTIFICATION VIA EMAIL. _____ <b>Master</b> _____ <b>Chief Mate</b> _____

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR
9/12/15	1700	BUSAN, KOREA	<b>PYROTECHNICS INVENTORY (MONTHLY).</b> Loc: Pier 8, Busan, ROK. IAW 46 CFR 199.190 (e)(1), all pyrotechnics were inspected and inventoried. All pyrotechnics were found to be in good condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/13/15	0825	BUSAN, KOREA	<b>PRE-DEPARTURE GEAR TESTS Busan Cruise Terminal, Busan, ROK,</b> IAW 46 CFR 97.15-3, prior to departure the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation equipment, emergency power systems, general alarm and whistle were tested and found to be in good working order.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/13/15	1125	BUSAN, KOREA	<b>LIFESAVING EQUIPMENT, SURVIVAL CRAFT VISUAL INSPECTION, LIFEBOAT &amp; RESCUE BOAT ENGINE TEST &amp; EMERGENCY LIGHTING AND POWER SYSTEMS (WEEKLY)</b> - IAW 46 CFR §199.190 (D)(1) & , 196.15-30(a) & (d): completed weekly inspection of all lifesaving equipment and appliances. The lifeboat and rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use. Emergency Diesel Generator tested satisfactorily.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/13/15	1540	BUSAN, KOREA	<b>EMERGENCY POWER &amp; LIGHTING (WEEKLY)</b> Loc. IAW 46 CFR 97.15-30(A), the Emergency Diesel Generator tested. All equipment was found to be in good operating condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/13/15	0830	BUSAN, KOREA	<b>STABILITY</b> IAW 46 CFR 97.15-7, Vessel is in compliance with all applicable stability requirements. GMt 6.47 ft GM Corrected 5.86 ft GMt Required 4.51 ft GMt Margin 1.35 ft Shear 90.5 % Bending Moment 91.3 %  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/14/15	0506	33-06N 129-28E	<b>PREARRIVAL GEAR TEST</b> IAW 46 CFR 97.15-3, prior to arrival the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation equipment, emergency power systems, general alarm, and whistle were tested and found to be in good working order.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
9/14/15	2300	SASEBO, JAPAN	<b>FIRE AXES (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of fire axes. All equipment was found to be in good condition and ready for immediate use. <b>PORTABLE FOAM APPLICATORS (MONTHLY).</b> Loc: Sasebo, Japan, Anchorage. IAW 46 CFR 97.15-60(a), Completed monthly



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			<p>GMt 7.41 ft</p> <p>GM Corrected 6.73 ft</p> <p>GMt Required 4.22 ft</p> <p>GMt Margin 2.51 ft</p> <p>Shear 96 %</p> <p>Bending Moment 91 %</p> <p>_____ Master Chief Mate</p>
9/18/15	2000	29-14' N 133-50' E	<p><b>LIFEBOAT (MONTHLY).</b> IAW 46 CFR 199.190 (e)(1) &amp; 46 CFR 199.190 (e)(2), completed monthly inspection of lifeboats and lifeboat equipment. All equipment was found to be in good condition and ready for immediate use.</p> <p>_____ Master Chief Mate</p>
9/18/15	2100	29-09' N 134-07' E	<p><b>LIFERAFT (MONTHLY)</b> IAW 46CFR 199.190(e)(1), completed monthly inspection of life rafts. All equipment was found to be in good condition and ready for immediate use.</p> <p>_____ Master Chief Mate</p>
9/20/15	0857	28-27' N 144-07' E	<p>use.</p> <p>_____ Master Chief Mate</p>
9/20/15	1400	28-38' N 145-32' E	<p>199.190(d)(1) &amp; (2), completed weekly inspection of life raft, life boat and rescue boat launching appliance. Lifeboats and Rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use.</p> <p>_____ Master Chief Mate</p>
9/22/15	0820	30-07 N, 157-11 E	<p><b>STEERING GEAR CASUALTY DRILL (MONTHLY)</b> IAW COMSCINST 3540.6 and D113 completed steering gear casualty drill with each watch section. Discussed functions of helm stand and what actions to take in the event of steering failure. Each watch stander practiced steering in NFU.</p> <p>_____ Master Chief Mate</p>
9/23/15	0900	30-35 N, 164-38 E	<p><b>FIRE STATIONS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), completed monthly inspection of fire stations. All equipment was found to be in good condition and ready for immediate use.</p> <p>_____ Master Chief Mate</p>
9/25/15	2200	29-04 N, 171-42 W	<p><b>FIRE MAIN CUT OFF VALVES (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of fire main cut off valves. All equipment was found to be in good condition and ready for immediate use.</p> <p>_____ Master Chief Mate</p>

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR
			<b>Master</b> <b>Chief Mate</b>
9/25/15	2200	29-04 N, 171-42 W	<b>EEBD INSPECTION (MONTHLY).</b> IAW 46 CFR 199.190E(1), completed monthly EEBD inspection. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
9/26/15	2100	27-59' N 165-40' W.	<b>SCBA (MONTHLY)</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of self contained breathing apparatuses (SCBA). All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
9/29/15	2100	25-39' N 147-09' W	<b>FIRE EXTINGUISHERS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of fire extinguishers. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
9/29/15	2200	25-37N 146-38W	<b>DAMAGE CONTROL LOCKERS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of damage control lockers. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
9/30/15	2230	25-01N, 140-29W	<b>SOPEP LOCKER (MONTHLY).</b> IAW MARPOL Reg. 17 – Annex II. Completed monthly inspection of SOPEP locker. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/2/15	1000	23-39N, 131-21W	<b>PYROTECHNICS INVENTORY (MONTHLY).</b> Loc: 23-39.2N, 131-21.3W, IAW 46 CFR 199.190 (e)(1), all pyrotechnics were inspected and inventoried. All pyrotechnics were found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/4/15	1130	20-52' N 118-54' W	<b>199.190(d)(1)&amp;(2),</b> completed weekly inspection of life raft, life boat and rescue boat launching appliance. Lifeboats and Rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/4/15	0730	21-09' N 119-59' W	<b>use.</b>

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			<b>Master</b> <b>Chief Mate</b>
10/4/15	0830	20-59N, 119-23W	<b>LIFE RING &amp; WATER LIGHT INSPECTION (MONTHLY).</b> IAW 46 CFR 199.190 E(1), completed monthly life ring and water light equipment inspection. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/6/15	2200	16-24N, 104-35W	<b>RESCUE BOAT INSPECTION (MONTHLY).</b> IAW 46 CFR 199.190E(1), completed monthly rescue boat inspection. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/7/15	2150	14-30N, 99-31W	<b>LIFEBOAT (MONTHLY).</b> IAW 46 CFR 199.190 (e)(1) & 46 CFR 199.190 (e)(2), completed monthly inspection of lifeboats 1 and 3 and lifeboat equipment. All equipment was found to be in good condition and ready for immediate use.  <b>Master</b> <b>Chief Mate</b>
10/8/15	1435	AT SEA	[REDACTED] SS80001 and SSCFR 199.160(e)(1).  <b>Master</b> <b>Chief Mate</b>
10/9/15	1300	AT SEA	<b>MONTHLY SAFETY MEETING</b> IAW SQMS 3410009 WAS CONDUCTED IN THE CREW'S MESS FOR ALL HANDS. SAFETY TOPICS DISCUSSED WERE USNS BASE CHARLESTON SAFETY RULES, SHIPYARD SAFETY BRIEFING.  <b>Master</b> <b>Chief Mate</b>
10/9/15	1330	09-36 N 091-20' W	<b>FIRE DRILL (MONTHLY)</b> IAW 46 CFR 199.180C(2) conducted fire drill. SCENARIO USED: ALL HANDS FIXED FIRE FIGHTING SYSTEMS TRAINING LESSONS LEARNED: USE AND LOCATION OF FIXED FIRE FIGHTING SYSTEMS  <b>Master</b> <b>Chief Mate</b>
10/9/15	1345	09-36' N 091-20' W	<b>ABANDON SHIP DRILL (MONTHLY)</b> IAW 46 CFR 199.180C(2), conducted abandon ship drill. Signals sounded, crew mustered, PFD's donned & duties discussed. Crew instructed in proper abandon ship procedures. Demonstrated launching procedures. Reviewed equipment carried in lifeboats with crew.  <b>Master</b> <b>Chief Mate</b>
10/11/15	2225	7-16' N, 083-24'W	<b>FOAM HOSE REEL STATIONS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of foam hose reel stations. All equipment was found to be in good condition and ready for immediate use.

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			<div>Master</div> <div>Chief Mate</div>
10/12/15	1900	07-48' N 079-22' W	<b>STOKES LITTER INSPECTION / INVENTORY (MONTHLY).</b> Completed monthly inspection of all Stokes litters. All found in good order and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
10/12/15	2100	08-08' N 079-22' W	<b>LIFE JACKETS (MONTHLY).</b> IAW 46 CFR 199.45(a)(3), completed monthly inspection of life jackets. All equipment as found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
10/13/15	0100	APPROACHING BALBOA, PANAMA	<b>PRE-ARRIVAL GEAR TEST</b> IAW 46 CFR 97.15-3, prior to arrival the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation equipment, emergency power systems, general alarm, and whistle were tested and found to be in good working order. <div>Master</div> <div>Chief Mate</div>
10/14/15	2000	15-25' N 076-32' W	<b>EXPOSURE SUIT (MONTHLY).</b> IAW 46 CFR 199.190 E(1), completed monthly inspection of exposure suits. All equipment as found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
10/14/15	2100	15-38' N 076-24' W	<b>LIFERAFT (MONTHLY)</b> IAW 46CFR 199.190(e)(1), completed monthly inspection of life rafts. All equipment was found to be in good condition and ready for immediate use. <div>Master</div> <div>Chief Mate</div>
10/17/15	0835	AT SEA	<div>Condition and ready for immediate use.</div> <div>Master</div> <div>Chief Mate</div>
10/17/15	0925	27-13' N 079-43' W	<div>199.190(d)(1)&amp;(2), completed weekly inspection of life raft, life boat and rescue boat launching appliance. Lifeboats and Rescue boat engines were operated for a period of at least three minutes. The drive train was engaged and operated ahead and astern. All equipment was found to be in good condition and ready for immediate use.</div> <div>Master</div> <div>Chief Mate</div>
10/17/15	1115	AT SEA	<div>Emergency pump discharge pressure 151 psi</div> <div>Master</div> <div>Chief Mate</div>
10/18/15	0609	32-33' N 079-31' W	<b>PRE-ARRIVAL GEAR TEST</b> IAW 46 CFR 97.15-3, prior to arrival the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR
			equipment, emergency power systems, general alarm, and whistle were tested and found to be in good working order.  _____ Master _____ Chief Mate
10/18/15	1300	CHARLESTON, SC	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) : (b)(3); (b)(6) AND (b)(3); (b)(6) .  _____ Master _____ Chief Mate
10/19/15	1000	CHARLESTON, SC	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) (b)(3); (b)(6) QUIT DUE TO FAMILY EMERGENCY.  _____ Master _____ Chief Mate
10/19/15	1200	CHARLESTON, SC	<b>LIFEBOAT (MONTHLY)</b> . IAW 46 CFR 199.190 (e)(1) & 46 CFR 199.190 (e)(2), completed monthly inspection of lifeboats and lifeboat equipment. All equipment was found to be in good condition and ready for immediate use.  _____ Master _____ Chief Mate
10/20/15	0800	CHARLESTON, SC	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) (b)(3); (b)(6)  _____ Master _____ Chief Mate
10/20/15	0800	CHARLESTON, SC	<b>SIGN ON CREW – MASTER SIGNED ON</b> (b)(3); (b)(6) , (b)(3); (b)(6) .  _____ Master _____ Chief Mate
10/21/15	2200	CHARLESTON, SC	<b>FIRE STATIONS (MONTHLY)</b> . IAW 46 CFR 97.15-60(a), Completed monthly inspection of fire stations. All equipment was found to be in good condition and ready for immediate use.  _____ Master _____ Chief Mate
10/21/15	1400	CHARLESTON, SC	<b>QI NOTIFICATION</b> . TRANSMITTED QI NOTIFICATION.  _____ Master _____ Chief Mate
10/22/15	1000	CHARLESTON, SC	<b>SIGNED OFF CREW – MASTER SIGNED OFF</b> (b)(3); (b)(6) (b)(3); (b)(6) END OF ASSIGNMENT.  _____ Master _____ Chief Mate
10/24/15	1230-1544	CHARLESTON, SC	<b>BUNKERS</b> . RECEIVED BUNKERS FROM BARGE PUSHED BY TUG SUN CHIEF.  _____ Master _____ Chief Mate
10/26/15	1500	CHARLESTON, SC	<b>FIXED HP / LP Co2 FIRE FIGHTING SYSTEM (Monthly)</b> . IAW 97.15–60(b) completed monthly inspection of shipboard HP / LP Fixed Co2 Fire Fighting System. All systems found to be in good apparent condition, free from defect and ready for immediate use.  _____ Master _____ Chief Mate

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10/28/15	0700	CHARLESTON, SC	<b>SCBA (MONTHLY)</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of self contained breathing apparatuses (SCBA). All equipment was found to be in good condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
10/28/15	1900	CHARLESTON, SC	<b>SOPEP LOCKER (MONTHLY).</b> IAW MARPOL Reg. 17 – Annex II. Completed monthly inspection of SOPEP locker. All equipment was found to be in good condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
10/29/15	1630	CHARLESTON, SC	<b>Inspect and Operate Water Tight Doors by emergency closing switch.</b> The following water tight and flame tight doors were opened and inspected. They were closed using the emergency closing on AMCS computer screen. All doors closed within 30 seconds Attempted to use close by push button on DCC bridge console but did not operate. Deficiency recorded in SAMMS system.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
10/30/15	0515	CHARLESTON , SC	<b>PRE-DEPARTURE GEAR TESTS</b> IAW 46 CFR 97.15-3, prior to departure the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation equipment, emergency power systems, general alarm and whistle were tested and found to be in good working order.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
10/30/15	0900	CHARLESTON, SC	<b>STABILITY CALCULATIONS &amp; DATA</b> PREUNDERWAY STABILITY calculation of the vessel's Trim & Stability using the Cargo-Max Computer program produced the following data: IAW 46 CFR § 97.15-7 & IAW the Trim and Stability Booklet Drawing No. T-AKR 310-835-6978227, Revision D, Bearing the ABS Americas Approval Stamp dated 16 May 2014. It has been determined the vessel does comply with all applicable stability requirements. GMt 11.36 ft GMt Corrected 10.21 ft GM Required 8.24 ft GM Margin 1.97 ft Sheer 98.14 % of Allowable limits Bending Moment 99.25% of Allowable limits Calculated Drafts: Forward: 18.98" Mean: 23.67' Aft: 28.30'  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
10/31/15	0915	33-33' N, 076-31' W	<b>DAMAGE CONTROL LOCKERS (MONTHLY).</b> IAW 46 CFR 97.15-60(a), Completed monthly inspection of damage control lockers. All equipment was found to be in good condition and ready for immediate use.  <div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div><b>Master</b></div> <div><b>Chief Mate</b></div> </div>
11/1/15	1540	39-17' N 073-38' W	<b>PRE-ARRIVAL GEAR TEST</b> IAW 46 CFR 97.15-3, prior to arrival the entire steering gear system, internal and external communication systems, main propulsion machinery (ahead and astern), navigation



DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	TYPE OR DRILL OR INSPECTION. CONDITION OF EQUIPMENT WITH DEFECTS AND CORRECTIVE ACTIONS NOTED. ANY OTHER ENTRIES REQUIRED BY APPLICABLE PORTIONS OF CFR

### MISCELLANEOUS ENTRIES

DATE MM/DD/YY	TIME (LOCAL)	LOCATION [Port Name or Lat/Long]	ENTRIES AS REQUIRED BY THE UNITED STATES CODE OR APPLICABLE CODE OF FEDERAL REGULATIONS
8/17/15	0800	BUSAN, KOREA	<b>HAZARDOUS CARGO INSPECTION</b> IAW 49 CFR 176.39(a), Chief Mate completed daily inspection of all Cargo Holds, Hazardous Cargo, Lashings and WTDs. Visual inspection of cargo hold bilges conducted.
8/18/15	0900	BUSAN, KOREA	
8/19/15	0800	BUSAN, KOREA	
8/20/15	0800	BUSAN, KOREA	
8/21/15	0800	BUSAN, KOREA	
8/22/15	0800	BUSAN, KOREA	
8/23/15	0800	BUSAN, KOREA	
8/24/15	0800	BUSAN, KOREA	
8/25/15	0800	BUSAN, KOREA	

8/26/15	0800	BUSAN, KOREA	
8/27/15	0800	BUSAN, KOREA	<b>Master</b> <b>Chief Mate</b>
8/28/15	0800	BUSAN, KOREA	
8/29/15	0800	BUSAN, KOREA	
8/30/15	0800	BUSAN, KOREA	
8/31/15	0800	BUSAN, KOREA	
9/1/15	0800	BUSAN, KOREA	
9/2/15	0800	BUSAN, KOREA	
9/3/15	0800	BUSAN, KOREA	
9/4/15	0800	BUSAN, KOREA	
9/5/15	0800	BUSAN, KOREA	
9/9/15	0800	BUSAN, KOREA	
9/10/15	0800	BUSAN, KOREA	
9/11/15	0800	BUSAN, KOREA	
9/12/15	0800	BUSAN, KOREA	
9/18/15	1000	AT SEA	
9/19/15	1100	AT SEA	
9/20/15	1000	AT SEA	
9/22/15	0700	AT SEA	
9/23/15	1420	AT SEA	
9/24/15	0730	AT SEA	
9/25/15	1000	AT SEA	
9/26/15	1000	AT SEA	
9/27/15	0900	AT SEA	
9/28/15	0730	AT SEA	
9/29/15	0700	AT SEA	

9/30/15	0700	AT SEA	
10/1/15	0700	AT SEA	<b>Master</b> _____ <b>Chief Mate</b> _____
10/2/15	0700	AT SEA	
10/3/15	0700	AT SEA	
10/4/15	0900	AT SEA	
10/5/15	0700	AT SEA	
10/7/15	0700	AT SEA	
10/8/15	0700	AT SEA	
10/9/15	0645	AT SEA	
10/10/15	0700	AT SEA	
10/11/15	0900	AT SEA	
10/12/15	0730	AT SEA	
10/14/15	0700	AT SEA	
10/15/15	0730	AT SEA	
10/17/15	0930	AT SEA	<b>Master</b> _____ <b>Chief Mate</b> _____


**END OF THIS OFFICIAL LOG**

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Captain